



AUX TANK

NEWSLETTER FOR THE SAN FERNANDO VALLEY CHAPTER OF THE
NINETY-NINES INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

THE SAN FERNANDO VALLEY CHAPTER OF THE NINETY-NINES

FOUNDED ON FEBRUARY 1, 1952

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OUR MISSION

The Ninety-Nines is the international organization of women pilots that promotes the advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight, and to quote the 99s first elected president Amelia Earhart "TO FLY FOR THE FUN OF IT." Originally established in 1929 by 99 women pilots, the members of the Ninety-Nines, Inc. are now represented in every area of aviation today.

SFV 99s

P.O. Box 7142

Van Nuys, CA 91409

www.sfv99s.org



Friendly Reminders

1. Members and non-members, please join us for The SFV 99s Turns 66 Birthday Party on Sat. February 10th. Located at Vista, upstairs (WHP) from 1pm - 4pm. Come out and enjoy the fun!

SFV 99s TURNS 66

2. Members, if you haven't already done so, please register to vote in the International Elections. You need to log in with your password. You have until Jan. 31st to opt-in.

<https://www.ninety-nines.org/latest-news-99s-go-to-electronic-voting-for-the-2018-election-88.htm>



FROM THE CHAIRMAN...

Happy New Year, Ladies....

I'm excited for 2018! December was a challenging month with the holidays AND fires. Many chapter members had to evacuate as a precautionary measure, but everyone is thankfully back home, safe & sound. It was great to see everyone at Cookies to the Tower and our holiday party, too! What fun! Looking forward to a fabulous new year!

We have some great events coming up this month - the Havasu Balloon Festival (18th-21st), AOPA Safety Seminar (22nd), and the SWS Winter Workshop (27th). Hope you will participate in these fun events.

Coming Soon... We will also have the chapter birthday party - "SFV 99s Turn 66" on Feb 10th! Mark your calendars & come join us to view chapter memorabilia & pictures of our members throughout the years and hear stories of our chapter's history. Invite friends, family, and aviation enthusiasts to come join us, as well.

We are also looking for members to participate in the nominating committee for our next Board of Directors election. It's a great opportunity to get to know your chapter sisters. Let us know if you are interested.

Looking forward to seeing you all at these great events.

Happy flying,
Alisa Liley
SFV 99s Chair

2018
HAPPY NEW YEAR



MARK YOUR CALENDARS **UPCOMING EVENTS**

Jan. 8, 2018 (Mon. 7PM)

Chapter business meeting, Airtel Hotel, Earhart Room @ VNY

Jan. 24, 2018 (Weds. 6:30PM)

Board Meeting @ Maureen's house

Jan. 18-21, 2018

Fly-in Havasu Balloon Festival @ Lake Havasu City, AZ

Jan. 22, 2018 (Mon. 7PM - 9PM)

AOPA Safety Seminar @ Airtel Hotel

Jan. 27, 2018

SWS Winter Workshop in Glendale, AZ

Feb. 5, 2018 (Mon. 7PM)

Chapter business meeting, Airtel Hotel, Earhart Room @ VNY

Feb. 10, 2018 (Sat. 1PM - 4PM)

SFV 99s Turns 66 Birthday Event @ Vista Aviation (WHP)

Feb. 21, 2018 (Weds. 6:30PM)

Board Meeting @ Maureen's house

Mar. 5, 2018 (Mon. 7PM)

Chapter business meeting, Airtel Hotel, Earhart Room @ VNY

Mar. 21, 2018 (Weds. 6:30PM)

Board Meeting @ Maureen's house

April. 2, 2018 (Mon. 7PM)

Chapter business meeting, Airtel Hotel, Earhart Room @ VNY

April. 18, 2018 (Weds. 6:30PM)

Board Meeting @ Maureen's house

April. 27-29, 2018 (Fri. - Sun.)

SWS Spring 2018 Meeting, Bakersfield, CA

LOOKING BACK AT 2017

Lisa Fusano was awarded the Ventura County 99's Karen Johnson Advanced Milestone Scholarship! She will use it for training for her Commercial Certificate with CFI Chris Haga at Camarillo Airport. Congratulations, Lisa.

(I was fortunate to be at the holiday dinner where she was awarded the scholarship!)

By Ceci Stratford



Flight to LGB Daugherty Sky Harbor and back to WHP at dusk.

I am so grateful I was able to fly to visit my almost 94 year old father at rehab in Long Beach.

By Lisa Fusano



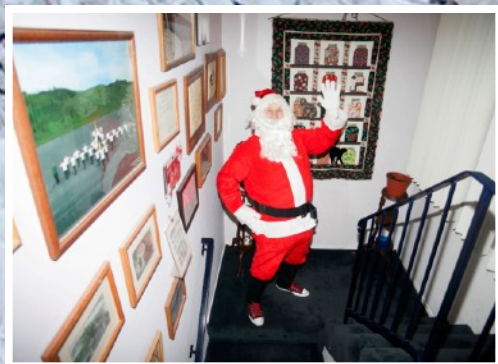
At year-end, John and I sold our 1959 Meyers 200 A/B, which we had owned for 41 years, since 1976. It was the 4th model 200, designed by Al Meyers of Tecumseh, Michigan, to provide fast, safe, comfortable transportation. It did that superbly but we just didn't find long cross-countries as much fun as we used to. Been there, done that. We decided that we would use the Big Silver Bird for Oshkosh, and pass the Meyers on to its next trustee. John is looking at a much simpler airplane to bore holes in the sky on a nice afternoon.

By Melinda Lyon





SFU 99s UGLY SWEATER HOLIDAY PARTY DEC. 16, 2017





SFV 99s HOLIDAY PARTY CONT.

DEC. 16, 2017



Happy Birthday

01/01 Stephanie Vived

01/01 Michele Albiez

01/24 Jeanne Fenimore



Happy Anniversary!

01/2016 Sara Svec

SFV 99s Turn 66 Celebration

Saturday, February 10, 2018
1:00pm to 4:00pm
Vista Aviation at Whiteman

Join us for a fun afternoon where we'll
celebrate our Humble Chapter's wonderful
history, promising future and relive some
great memories.

And some fun surprises in store!
Light refreshments to be served.
See you there!

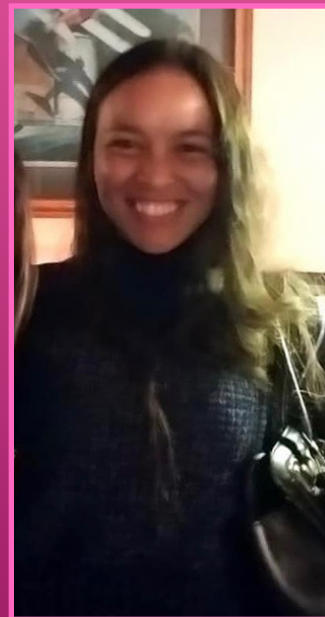


AttaGirl



**KUDOS TO
BERTIE DUFFY
FOR HOSTING THE
SFV 99s HOLIDAY PARTY**

**CONGRATULATIONS
TO KIMBERLY JENKS
ON RECEIVING HER
PRIVATE PILOT
CERTIFICATE**





My father Howard B. Phelps, Jr. passed Wednesday 1-3-18 at nearly 94 years of age (his birthday 1-14-24).

He was my hero and strongest supporter to encourage me toward my aviation achievements.

My first goal was to attain my Private Pilot Certificate and take him flying before my father passed (he was 91 at the time). He was my first passenger and we flew many times together for three more years!

He steadfastly encouraged me all the way through my Instrument Rating and many scholarship awards including the recent VC99s Advanced Rating Scholarship for my Commercial Certificate.

He often said, "My desire to fly is being fulfilled in my daughter." He was truly the wind beneath my wings.

My father loved the SFV99s!

Lisa Phelps Fusano





COUNCILWOMAN NURY MARTINEZ, VAN NUYS AIRPORT,
CLAY LACY and THE VALLEY ECONOMIC ALLIANCE PRESENT

THE SKY'S THE LIMIT

Aviation Career Day

Whether you have
always dreamed of
working in, on
or around aircraft...
or are curious to
see what careers
the aviation and
aerospace industries
can offer, you owe it
to yourself to come
check out...

KEYNOTE SPEAKERS



Congressman
Tony Cardenas



Councilwoman
Nury Martinez

TO SIGN UP...

CONTACT YOUR
SCHOOL'S CAREER
COUNSELOR
RIGHT NOW!!!

Space is limited,
so register early.

Closed to the Public.

The Sky's the Limit – Aviation Career Day

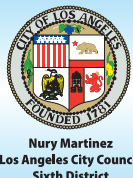
Plenty of experts who currently work in a variety of fields within the aviation and aerospace industries will be available – just for you – during the event.

Visit and observe their presentations, demonstrations, and exhibits. Ask them questions [They like that!] Maybe even sign up for summer jobs or internships.

THE CLAY LACY NORTH HANGAR

7701 Woodley Ave., Van Nuys Airport (Across from the Van Nuys FlyAway)

FRIDAY, APRIL 27, 2018 | 9:00 AM - 3:00 PM



Nury Martinez
Los Angeles City Council
Sixth District



Van Nuys
Los Angeles
World Airports

CLAY LACY


The Valley
Economic Alliance

The
San Fernando Valley
Community
Foundation



DID YOU KNOW

The earliest flight simulation device was the Link Trainer produced by Edwin Link in 1927 in New York, USA. During World War II the Celestial Navigation Trainer was launched.

TRIVIA

1. In theory, if the airspeed of an airplane is doubled while in level flight, parasite drag will become

- a) Twice as great.
- b) Half as great.
- c) Four times greater.

2. After an annual inspection has been completed and the aircraft has been returned to service, an appropriate notation should be made

- a) On the airworthiness certificate.
- b) In the aircraft maintenance records.
- c) In the FAA-approved flight manual.

3. The performance tables of an aircraft for takeoff and climb are based on

- a) Pressure/density altitude.
- b) Cabin altitude.
- c) True altitude

Predicting Turbulence or... How To Avoid A Rough Ride!

After all the Santa Ana winds we have had recently, I have been thinking about flying in windy conditions. Higher wind speeds don't guarantee turbulence, but it is frequently there. Turbulence is something you can run into no matter what time of year it is. It's never any fun, and can potentially be quite hazardous if it's severe enough. With a little practical knowledge, you can actually predict fairly accurately where you might find it, and then take steps to avoid it.

Turbulence sources come in 2 basic categories: Mechanical and Convective.

Mechanical turbulence is:

- Caused by upslope and subsequent downslope movement of air masses.
- Effect caused when air travels around large obstructions such as hangars, buildings, groups of trees, mountains, etc.
 - Mountain wave is an example of severe mechanical turbulence.
 - It is sometimes indicated by standing lenticular clouds, but only if moisture is present.



Convective turbulence is:



- Caused by heating and cooling of air masses. Unstable air generally means a bumpy flight.
- Effect found in thunderstorms, near bases and inside of clouds (especially cumulus).
- Associated with frontal activity.

Turbulence intensity is classified in the AIM as follows:

- Light: Slight erratic changes in altitude or attitude. Unsecured objects may be displaced slightly.
- Moderate: Greater intensity than light, but the aircraft remains in positive control at all times. Unsecured objects are dislodged.
- Severe: Large, abrupt changes in altitude or attitude. Aircraft may be momentarily out of control. Unsecured objects are tossed about.
- Extreme: Turbulence in which the aircraft is violently tossed about and is practically impossible to control. Structural damage may result.

If there are sudden jolts in the turbulence, ATC will refer to this as "chop" or "choppy air".

In the interest of safe flight in light aircraft, I highly recommend avoiding anything more than moderate turbulence and even that not for long as it's hard on you as well as the aircraft. If you own your own aircraft and frequently fly in turbulence, when you have your annual inspection, be sure to look for rivets that have been "working" while the aircraft has been bouncing around.

So now that we've reviewed what causes turbulence and its characteristics, here's where you might find it:

- Near areas of Wind Shear.
- At the bases of and in clouds and near rain/virga cells.
- Near changes in visibility - either surface or flight. (Look for dust.)
- In areas of rapid temperature change. If the temperature at cruise altitude changes $\pm 2^\circ$ within less than 1 minute (this can be felt).
 - If the temperature goes up, expect updrafts.
 - If the temperature goes down, expect downdrafts.
- The humidity will often change.
- The smell of the air will change.
- When there is a change in airspeed during cruise at a given altitude (especially noticeable when on autopilot).
- Except in mountain wave conditions, climbing will usually result in a smoother ride.
- Turbulence is often stronger near the surface, but not always. E.g. Clear Air Turbulence at Flight Level 370.



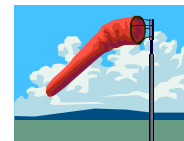
- If the wind direction is parallel to the mountain range, less turbulence will be created than if it is perpendicular (think water going over rocks in a stream bed).
- Near mountains the following may be expected:
 - On the lee side: more turbulence and downdrafts.
 - On the windward side: less turbulence and updrafts.

With this knowledge in hand, it's possible during Pre-Flight to predict where you might possibly encounter turbulence. There are several things to do while planning your flight:

- Look at weather forecasts for the route of flight.
- Check for PIREPs, AIRMETs, SIGMETs and CONVECTIVE SIGMETs.
- See if there is any mention of Wind Shear or frontal activity.
- Compare wind direction and speed at various altitudes over terrain to be flown over or passed nearby.
Note: don't forget that wind direction is in degrees TRUE and speed in KNOTS.
It is a smart idea to get the forecast winds aloft for all possible altitudes you can fly. You may need them if the ride where you are gets too rough.
- Plan the route of flight to avoid as much turbulence as possible, especially for the comfort of passengers.

While you are in flight, you may want to keep the following in mind with respect to turbulence:

- Stay clear of known areas of wind shear.
- The higher the wing loading of the aircraft, the less it will be affected by rough air.
- Minimize control deflections and don't chase altitude or airspeed.
- Know the "V speeds" of the aircraft so you won't over-stress the airframe.
 - Stay out of the yellow arc if the air is turbulent.
 - Know what V_a (maneuvering speed) is for your aircraft.
- Know the crosswind landing component for the aircraft and how it handles in turbulence.
- Know personal and aircraft limitations; especially on crosswind landings.
 - Practice them with an instructor.
 - Be ready to go around or to another airport if conditions deteriorate.
 - If you encounter a lot of turbulence crossing the mountains, consider making a 180° turn, and climbing another 2000' before attempting to cross again.
- Get PIREPs and updated briefings.
 - Analyze PIREPs according to quantity and aircraft type reporting.
 - One report turned in by a C-172 pilot may be questionable.
 - Several reports of strong turbulence turned in by air carriers will usually be reliable.
 - Pilot experience may determine the exaggeration level.
- Give PIREPs to the nearest FSS, Flight Watch (122.0) or ATC.
 - Even if the air is smooth, that information is useful, too.
 - Give turbulence intensity, if any, estimated wind direction and OAT.



Hopefully, this information will help you to make good predictions and safe decisions with respect to avoiding turbulence whenever possible.

Have a SAFE flight!

Claudia Ferguson

Safety, SFV 99s

FAA Accident Prevention Counselor

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SFV 99s Committee Updates

Fundraising By Kimberly Chan

"As Fundraising Chair, my objective is to plan and execute any and all innovative ways to raise funds for our Chapter. In the last year, this included restaurant fundraisers, wine and paint night, garage sales, airplane scarves and tote donations, and other events with a fundraising component. Everyone is welcome - and encouraged - to partner with me to plan events or other methods to receive donations. I assist with arranging logistics, creating your marketing materials (flyers, social media jpegs, PDFs, etc), and whatever else you need. Help me put the "fun" in fundraising! (Cheesy, but I couldn't resist.)"



1. c) Four times greater
2. b) In the aircraft maintenance records.
3. a) Pressure/density altitude.